

AMENDMENT TO H.R. 3
OFFERED BY MR. YOUNG OF ALASKA

Page 2, after line 5, insert the following:

- 1 (b) SECRETARY DEFINED.—In this Act, the term
2 “Secretary” means the Secretary of Transportation.

Page 2, line 6, strike “(b)” and insert “(c)”.

On page 29 of the bill—

(1) redesignate subsections (c) and (d) of section 1103 as subsections (d) and (e), respectively; and

(2) insert after subsection (b) the following:

- 3 (c) REPORT.—Section 104(j) of title 23, United
4 States Code, is amended by striking “submit to Congress
5 a report” and inserting “transmit to Congress a report,
6 and also make such report available to the public in a
7 user-friendly format via the Internet,”.

Page 33, after line 10, insert the following (and redesignate subsequent sections, and conform the table of contents, of the bill accordingly):

8 SEC. 1106. USE OF EXCESS FUNDS.

- 9 Section 106 of title 23, United States Code, is
10 amended by adding at the end the following:



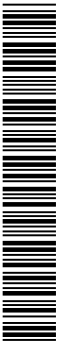
1 “(i) USE OF EXCESS FUNDS.—

2 “(1) AUDITS.—A State may audit projects
3 funded with amounts apportioned under sections
4 104 and 144 to determine whether any amounts ob-
5 ligated for a project are excess funds.

6 “(2) PLANS FOR USE OF EXCESS FUNDS.—If a
7 State determines, after conducting an audit under
8 paragraph (1), that funds obligated for a project are
9 excess funds, the State may develop a plan for obli-
10 gating the funds for the design and construction
11 of—

12 “(A) with respect to excess funds derived
13 from the surface transportation program under
14 section 133(d)(1), 133(d) (2), or 133(d)(3), the
15 highway bridge replacement and rehabilitation
16 program under section 144, the congestion miti-
17 gation and air quality improvement program
18 under section 149, or the recreational trails
19 program under section 206, one or more
20 projects that are eligible for funding under that
21 program; and

22 “(B) with respect to excess funds derived
23 from any other program under this title, one or
24 more projects that are eligible for funding those



1 programs or the surface transportation program
2 under section 133.

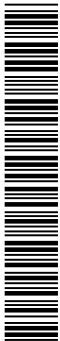
3 “(3) CERTIFICATION TO THE SECRETARY.—A
4 State that has developed a plan under paragraph (2)
5 shall transmit to the Secretary a certification that
6 the State has conducted an audit under paragraph
7 (1) and developed the plan in accordance with para-
8 graph (2).

9 “(4) IMPLEMENTATION OF PLANS.—After
10 transmitting a certification to the Secretary with re-
11 spect to a plan under paragraph (3), the State may
12 carry out the plan.

13 “(5) APPLICABILITY OF REQUIREMENTS.—

14 “(A) IN GENERAL.—Except as provided by
15 subparagraph (B), excess funds used to carry
16 out a project under this section shall be subject
17 to the requirements of this title that are appli-
18 cable to the program under which the project is
19 carried out.

20 “(B) STP ALLOCATIONS.—Section 133(d)
21 shall not apply to excess funds used to carry
22 out a project under this section, unless such
23 funds are derived from amounts apportioned
24 under 104(b)(3).



1 “(6) EXCESS FUNDS DEFINED.—In this sub-
2 section, the term ‘excess funds’ means funds obli-
3 gated for a project that remain available for the
4 project after the project has been completed or can-
5 celed.”.

Page 53, line 3, after “of” insert “the”.

Page 53, line 13, strike “\$35,000,000,000” and in-
sert “\$35,000,000”.

Page 114, line 16, insert after “traffic incident man-
agement,” the following: “communications equipment re-
lated to traffic incident management (including inte-
grated, interoperable, emergency communications equip-
ment)”.

Page 141, lines 10 and 11, strike “Tolls charged
under subparagraph (B) may be” and insert “Under sub-
paragraph (B), a State agency may charge no toll or a
toll that is”.

Page 151, at the end of subtitle B of title I, insert
the following (and conform the table of contents of the
bill accordingly):

6 SEC. 1212. OPENING OF INTERSTATE RAMPS.

7 (a) IN GENERAL.—Not later 30 days after the date
8 of enactment of this Act, the Secretary shall open the
9 ramp connecting Interstate Route 495 and Arena Drive



1 in Prince George's County, Maryland, for the purpose of
2 allowing motor vehicles to exit Interstate Route 495 in
3 both northern and southern directions onto Arena Drive.
4 Such ramp shall be open for 24 hours a day, every day
5 during the calendar year.

6 (b) FULLY OPENING ARENA DRIVE RAMP.—

7 (1) STUDY.—The Secretary shall conduct a
8 study to determine the most appropriate method for
9 opening the ramps for allowing motor vehicles to
10 enter Interstate Route 495 from Arena Drive.

11 (2) REPORT.—Not later than 1 year after the
12 date of enactment of this Act, the Secretary shall
13 transmit to Congress a report on the results of the
14 study.

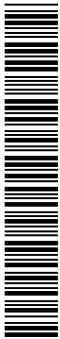
15 (c) LIMITATION ON STATUTORY CONSTRUCTION.—
16 Nothing in the section shall be construed as altering cur-
17 rent traffic management protocols to the Arena Drive
18 ramps during stadium events.

Page 188, line 12, strike “and”.

Page 188, after line 12, insert the following:

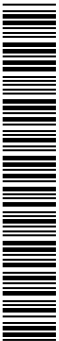
19 “(6) installation of protective devices at rail-
20 way-highway crossings; and

Page 188, line 13, strike “(6)” and insert “(7)”.



Page 245, strike line 4 and all that follows through line 13 on page 246. Redesignate subsequent sections and conform the table of contents of the bill accordingly.

Page 250, lines 7 and 8, strike “To be supplied.” and insert the following:



Page 253, line 6, insert “of” after “south”.

Page 253, line 7, strike “United States Route 226”
and insert “Arkansas State Highway 226”.

Page 253, line 15, after the period insert the following:

1 “(55) In Texas, Interstate Route 20 from
2 Interstate Route 35E in Dallas County, east to the
3 intersection of Interstate Route 635, north to the
4 intersection of Interstate Route 30, northeast
5 through Texarkana to Little Rock, Arkansas, Inter-
6 state Route 40 northeast from Little Rock east to
7 the proposed Interstate Route 69 corridor.

8 “(56) In the State of Texas, the La Entrada al
9 Pacífico Corridor consisting of the following high-
10 ways and any portion of a highway in a corridor on
11 2 miles of either side of the center line of the high-
12 way:

13 “(A) State Route 349 from Lamesa to the
14 point on that highway that is closest to 32 de-
15 grees, 7 minutes, north latitude, by 102 de-
16 grees, 6 minutes, west longitude.

17 “(B) The segment or any roadway extend-
18 ing from the point described by subparagraph
19 (A) to the point on Farm-to-Market Road 1788



1 closest to 32 degrees, 0 minutes, north latitude,
2 by 102 degrees, 16 minutes, west longitude.

3 “(C) Farm-to-Market Road 1788 from the
4 point described by subparagraph (B) to its
5 intersection with Interstate Route 20.

6 “(D) Interstate Route 20 from its intersec-
7 tion with Farm-to-Market Road 1788 to its
8 intersection with United States Route 385.

9 “(E) United States Route 385 from Odes-
10 sa to Fort Stockton, including those portions
11 that parallel United States Route 67 and Inter-
12 state Route 10.

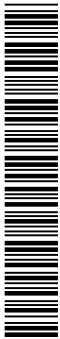
13 “(F) United States Route 67 from Fort
14 Stockton to Presidio, including those portions
15 that parallel Interstate Route 10 and United
16 States Route 90.

17 “(57) United States Route 41 corridor between
18 Interstate Route I-94 near Milwaukee and Inter-
19 state Route I-43 near Green Bay in the State of
20 Wisconsin.”

Page 273, line 3, strike “and”.

Page 273, after line 3, insert the following:

21 (9) in item number 1375 by striking “Prelimi-
22 nary” and all that follows through “Emmet County”
23 and inserting “Petoskey area transportation needs



1 study and trunkline preservation and safety in the
2 Petoskey area”;

3 (10) in item number 1392 by striking “Con-
4 struct” and all that follows through “multimodal
5 center” and inserting “Improve the ramp configura-
6 tion at the I-476 PA Turnpike Landsdale Inter-
7 change”; and

Page 273, line 4, strike “(9)” and insert “(11)”.

Page 287, after line 12, insert the following (and re-
designate the subsequent section of title I, and conform
the table of contents, of the bill accordingly):

8 **SEC. 1834. SENSE OF CONGRESS REGARDING BUY AMER-**
9 **ICA.**

10 It is the sense of Congress that—

11 (1) the Buy America test required by section
12 165 of the Surface Transportation Assistance Act of
13 1982 (23 U.S.C. 101 note) needs to be applied to
14 an entire bridge project and not only to component
15 parts of such project;

16 (2) the law clearly states that domestic mate-
17 rials must be used in Federal highway projects un-
18 less there is a finding that the inclusion of domestic
19 materials will increase the cost of the overall project
20 by more than 25 percent;



1 (3) uncertainty regarding how to apply Buy
2 America laws for major bridge projects threatens the
3 domestic bridge industry;

4 (4) the Nation's unemployment rate continues
5 to hover around 5.6 percent, steps are needed to
6 protect American workers and the domestic bridge
7 building industry; and

8 (5) the Buy American Act (41 U.S.C. 10a et
9 seq.) was designed to ensure that, when taxpayer
10 money is spent on direct Federal Government pro-
11 curement and infrastructure projects, these expendi-
12 tures stimulate United States production and job
13 creation.

14 **SEC. 1835. COMMUNITY ENHANCEMENT STUDY.**

15 (a) IN GENERAL.—The Secretary shall conduct a
16 study on—

17 (1) the role of well-designed transportation
18 projects in—

19 (A) promoting economic development;

20 (B) protecting public health, safety and the
21 environment; and

22 (C) enhancing the architectural design and
23 planning of communities; and



1 (2) the positive economic, cultural, aesthetic,
2 scenic, architectural, and environmental benefits of
3 such projects for communities.

4 (b) CONTENTS.—The study shall address the fol-
5 lowing:

6 (1) The degree to which well-designed transpor-
7 tation projects have positive economic, cultural, aes-
8 thetic, scenic, architectural, and environmental bene-
9 fits for communities.

10 (2) The degree to which such projects protect
11 and contribute to improvements in public health and
12 safety.

13 (3) The degree to which such projects use inclu-
14 sive public participation processes to achieve quicker,
15 more certain, and better results.

16 (4) The degree to which positive results are
17 achieved by linking transportation, design, and the
18 implementation of community visions for the future.

19 (5) Facilitating the use of successful models or
20 best practices in transportation investment or devel-
21 opment to accomplish each of the following:

22 (A) Enhancement of community identity.

23 (B) Protection of public health and safety.



1 (C) Provision of a variety of choices in
2 housing, shopping, transportation, employment,
3 and recreation.

4 (D) Preservation and enhancement of ex-
5 isting infrastructure.

6 (E) Creation of a greater sense of commu-
7 nity through public involvement.

8 (c) REPORT.—Not later than September 20, 2006,
9 the Secretary shall transmit to the Committee on Trans-
10 portation and Infrastructure of the House of Representa-
11 tives and the Committee on Environment and Public
12 Works of the Senate a report on the results of the study.

13 (d) ADMINISTRATION.—To carry out this section, the
14 Secretary shall make a grant to, or enter into a coopera-
15 tive agreement or contract with, a national organization
16 representing architects who have expertise in the design
17 of a wide range of transportation and infrastructure
18 projects, which include the design of buildings, public fa-
19 cilities, and surrounding communities.

20 (e) AUTHORIZATION.—Of the amounts made avail-
21 able to carry out section 1221 of the Transportation Eq-
22 uity Act for the 21st Century (23 U.S.C. 101 note),
23 \$1,000,000 shall be available for each of fiscal year 2005
24 and fiscal year 2006 to carry out this section; except that



1 notwithstanding section 1221(e)(2) of such Act, the Fed-
2 eral share of the cost of the study shall be 100 percent.

3 **SEC. 1836. TRANSPORTATION AND LOCAL WORKFORCE IN-**
4 **VESTMENT.**

5 (a) FINDINGS.—Congress finds the following:

6 (1) Federal-aid highway programs provide State
7 and local governments and other recipients substan-
8 tial funds for projects that produce significant em-
9 ployment and job-training opportunities.

10 (2) Every \$1,000,000,000 in Federal infra-
11 structure investment creates an estimated 47,500
12 jobs.

13 (3) Jobs in transportation construction, includ-
14 ing apprenticeship positions, typically pay more than
15 twice the minimum wage, and include health and
16 other benefits.

17 (4) Transportation projects provide the impetus
18 for job training and employment opportunities for
19 low income individuals residing in the area in which
20 a transportation project is planned.

21 (5) Transportation projects can offer young
22 people, particularly those who are economically dis-
23 advantaged, the opportunity to gain productive em-
24 ployment.



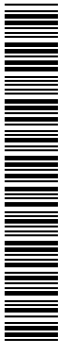
1 (6) The Alameda Corridor, a \$2,400,000,000
2 transportation project, is an example of a transpor-
3 tation project that included a local hiring provision
4 resulting in a full 30 percent of the project jobs
5 being filled by locally hired and trained men and
6 women.

7 (b) SENSE OF CONGRESS.—It is the sense of Con-
8 gress that Federal transportation projects should facilitate
9 and encourage the collaboration between interested per-
10 sons, including State, Federal, and local governments,
11 community colleges, apprentice programs, local high
12 schools, and other community based organizations that
13 have an interest in improving the job skills of low-income
14 individuals, to help leverage scarce training and commu-
15 nity resources and to help ensure local participation in the
16 building of transportation projects.

Page 292, strike lines 10 and 11 and insert the fol-
lowing:

17 (2) by striking “at least 5 of the following” and
18 inserting “at least 6 of the following for fiscal year
19 2005 and fiscal year 2006 and at least 7 of the fol-
20 lowing for each fiscal year thereafter”;

Page 295, line 8, insert after the first period the fol-
lowing:



1 “(J) PROGRAM FOR THE IMPOUNDMENT
2 OF VEHICLES.—A program to impound a vehi-
3 cle operated by a person who is arrested for op-
4 erating that vehicle while under the influence of
5 alcohol.

Page 314, after line 14, insert the following (and
conform the table of contents of the bill accordingly):

6 **SEC. 2012. DRIVER PERFORMANCE STUDY.**

7 (a) IN GENERAL.—Using funds made available to
8 carry out section 403 of title 23, United States Code, for
9 fiscal year 2005, the Secretary shall make \$1,000,000
10 available to conduct a study on the risks associated with
11 glare to oncoming drivers, including increased risks to
12 drivers on 2-lane highways, increased risks to drivers over
13 the age of 50, and the overall effects of glare on driver
14 performance.

15 (b) REPORT.—Not later than 18 months after the
16 date of enactment of this Act, the Secretary shall transmit
17 to the Committee on Transportation and Infrastructure
18 of the House of Representatives and the Committee on
19 Commerce, Science, and Transportation of the Senate a
20 report on the results of the study and any recommenda-
21 tions regarding measures to reduce the risks associated
22 with glare to oncoming drivers.



Page 334, line 1, insert “constructing new or” before “improving existing”.

Page 334, line 7, strike “(3)(A)” and insert “(4)(A)”.

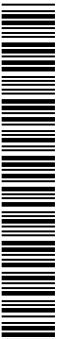
Page 346, at the end of line 24, insert the following:
“A new fixed guideway capital project is not subject to the requirements of this subsection if the assistance provided under this section with respect to the project is less than \$25,000,000.”.

Page 351, at the end of line 4, insert the following:
“Subsection (d) also does not apply to projects for which the Secretary has received an application for final design before such date of enactment.”.

Page 372, lines 11 and 12, strike “A recipient” and insert “Beginning in fiscal year 2007, a recipient”.

Page 403, lines 5 and 6, strike “A recipient” and insert “Beginning in fiscal year 2007, a recipient”.

Page 418, after line 9, insert the following:



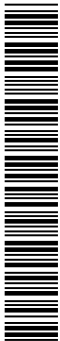
1 (5) RULEMAKING.—Not later than 180 days
2 after the date of enactment of this Act, the Sec-
3 retary shall issue a final rule on implementation of
4 the requirements of section 5323(j) of title 49,
5 United States Code (in this paragraph referred to as

1 the “Buy America requirements”). The purposes of
2 the regulations shall be as follows:

3 (A) MICROPROCESSOR WAIVER.—To clarify
4 that any waiver from the Buy America require-
5 ments issued under section 5323(j)(2) of such
6 title for a microprocessor, computer, or micro-
7 computer applies only to a device used solely for
8 the purpose of processing or storing data and
9 does not extend to a product containing a
10 microprocessor, computer, or microcomputer.

11 (B) DEFINITION OF END PRODUCT.—To
12 define the term “end product” for purposes of
13 part 661 of title 49, Code of Federal Regula-
14 tions. In defining the term, the Secretary shall
15 develop a list of representative items that are
16 subject to the Buy America requirements, and
17 shall address the procurement of systems under
18 the definition to ensure that major system pro-
19 curements are not used to circumvent the Buy
20 America requirements.

Page 451, strike line 6 and all that follows through
line 16 of page 459 and insert the following:



1 **SEC. 3037. PROJECT AUTHORIZATIONS FOR NEW FIXED**
2 **GUIDEWAY CAPITAL PROJECTS.**

3 (a) EXISTING FULL FUNDING GRANT AGREE-
4 MENTS.—The following projects are authorized for final
5 design and construction for existing full funding grant
6 agreements in not less than the amount specified for each
7 fiscal year:

8 (1) Baltimore—Central LRT Double Tracking
9 \$39,367,154 for fiscal year 2004, \$28,777,920 for
10 fiscal year 2005, and \$12,655,664 for fiscal year
11 2006.

12 (2) Chicago—Chicago Transit Authority Doug-
13 las Branch Reconstruction \$83,655,202 for fiscal
14 year 2004, \$84,320,000 for fiscal year 2005, and
15 \$45,825,190 for fiscal year 2006.

16 (3) Chicago—Chicago Transit Authority
17 Ravenswood Expansion Project \$9,841,789 for fiscal
18 year 2004, \$39,680,000 for fiscal year 2005,
19 \$40,000,000 for fiscal year 2006, \$40,000,000 for
20 fiscal year 2007, \$40,000,000 for fiscal year 2008,
21 and \$65,152,615 for fiscal year 2009.

22 (4) Cleveland—Euclid Corridor Transportation
23 Project \$10,825,967 for fiscal year 2004,
24 \$24,800,000 for fiscal year 2005, and \$24,974,513
25 for fiscal year 2006.



1 (5) Dallas—North Central LRT Extension
2 \$29,684,097 for fiscal year 2004.

3 (6) Denver Southeast Corridor LRT
4 \$78,734,308 for fiscal year 2004, \$79,360,000 for
5 fiscal year 2005, \$80,000,000 for fiscal year 2006,
6 \$80,000,000 for fiscal year 2007, and \$77,192,758
7 for fiscal year 2008.

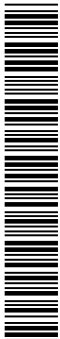
8 (7) Fort Lauderdale—Tri-Rail Commuter Rail
9 Upgrade \$18,118,733 for fiscal year 2004 and
10 \$11,318,230 for fiscal year 2005.

11 (8) Los Angeles—Metro Gold Line Eastside
12 Extension \$59,520,000 for fiscal year 2005,
13 \$80,000,000 for fiscal year 2006, \$100,000,000 for
14 fiscal year 2007, \$80,000,000 for fiscal year 2008,
15 and \$80,000,000 for fiscal year 2009.

16 (9) Memphis—Medical Center Extension
17 \$9,101,281 for fiscal year 2004.

18 (10) Metra North Central Corridor Commuter
19 Rail \$19,177,300 for fiscal year 2004, \$20,000,000
20 for fiscal year 2005, and \$18,476,237 for fiscal year
21 2006.

22 (11) Metra South West Corridor Commuter
23 Rail \$15,000,000 for fiscal year 2004, \$15,500,000
24 for fiscal year 2005, and \$11,781,395 for fiscal year
25 2006.



1 (12) Metra Union Pacific West Line Extension
2 \$17,000,000 for fiscal year 2004, \$12,000,000 for
3 fiscal year 2005, and \$14,285,749 for fiscal year
4 2006.

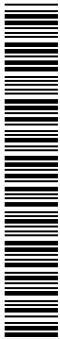
5 (13) Minneapolis—Hiawatha Corridor LRT
6 \$73,793,730 for fiscal year 2004 and \$33,428,865
7 for fiscal year 2005.

8 (14) New Jersey Urban Core—Hudson-Bergen
9 LRT MOS-2 \$98,417,885 for fiscal year 2004,
10 \$99,200,000 for fiscal year 2005, \$100,000,000 for
11 fiscal year 2006, \$100,000,000 for fiscal year 2007,
12 and \$53,202,995 for fiscal year 2008.

13 (15) New Jersey Urban Core—Newark-Eliza-
14 beth Rail Link MOS-1 \$22,209,000 for fiscal year
15 2004, \$316,907 for fiscal year 2005, and
16 \$1,025,169 for fiscal year 2006.

17 (16) New Orleans MOS-1 Canal Street
18 \$22,922,877 for fiscal year 2004 and \$16,613,047
19 for fiscal year 2005.

20 (17) Phoenix—Central Phoenix/East Valley
21 LRT \$12,794,325 for fiscal year 2004, \$74,400,000
22 for fiscal year 2005, \$90,000,000 for fiscal year
23 2006, \$90,000,000 for fiscal year 2007,
24 \$90,000,000 for fiscal year 2008, and \$90,000,000
25 for fiscal year 2009.



1 (18) Pittsburgh—Stage II LRT Reconstruction
2 \$31,733,314 for fiscal year 2004 and \$1,131,666 for
3 fiscal year 2005.

4 (19) Portland—Interstate MAX LRT Extension
5 \$76,273,861 for fiscal year 2004, \$23,292,160
6 fiscal year 2005, and \$18,292,550 for fiscal year
7 2006.

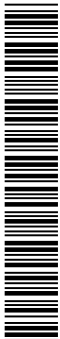
8 (20) Salt Lake City—Medical Center
9 \$30,178,231 for fiscal year 2004 and \$8,765,421 for
10 fiscal year 2005.

11 (21) San Diego—Mission Valley East LRT Extension
12 \$63,971,625 for fiscal year 2004,
13 \$80,986,880 for fiscal year 2005, and \$8,353,424
14 for fiscal year 2006.

15 (22) San Diego—Oceanside Escondido Rail
16 Corridor \$47,240,585 for fiscal year 2004,
17 \$54,560,000 fiscal year 2005, and \$12,211,061 for
18 fiscal year 2006.

19 (23) San Francisco—BART Extension to San
20 Francisco Airport \$98,417,890 for fiscal year 2004,
21 \$99,200,000 fiscal year 2005, and \$82,655,680 for
22 fiscal year 2006.

23 (24) San Juan—Tren Urbano \$19,683,577 for
24 fiscal year 2004, \$44,263,040 fiscal year 2005, and
25 \$10,555,900 for fiscal year 2006.



1 (25) Seattle—Central Link Initial Segment
2 LRT \$73,813,414 for fiscal year 2004, \$79,360,000
3 for fiscal year 2005, \$80,000,000 for fiscal year
4 2006, \$80,000,000 for fiscal year 2007,
5 \$70,000,000 for fiscal year 2008, and \$24,028,149
6 for fiscal year 2009.

7 (26) Washington DC/MD—Largo Metrorail Ex-
8 tension \$63,971,625 for fiscal year 2004 and
9 \$76,156,450 for fiscal year 2005.

10 (b) FINAL DESIGN AND CONSTRUCTION.—The fol-
11 lowing projects are authorized for final design and con-
12 struction for fiscal years 2004 through 2009 under para-
13 graphs (1)(B), (2)(A), and (2)(B)(ii) of section 5309(m)
14 of title 49, United States Code:

15 (1) Baltimore—MARC Commuter Rail Im-
16 provements.

17 (2) Boston—Silver Line BRT Phase III.

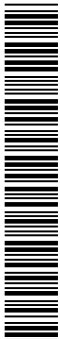
18 (3) Charlotte—South Corridor LRT.

19 (4) Dallas Area Rapid Transit—Northwest-
20 Southeast LRT Extension.

21 (5) Delaware—Wilmington-Newark Commuter
22 Rail Improvements.

23 (6) Denver—West Corridor LRT.

24 (7) El Paso—Rapid Transit (SMART) Starter
25 Line.



- 1 (8) Harrisburg—Corridor One Commuter Rail
- 2 (MOS-1).
- 3 (9) Kansas City, Missouri—Southtown BRT.
- 4 (10) Las Vegas—Resort Corridor Downtown
- 5 Extension Project.
- 6 (11) Los Angeles MTA—Exposition LRT.
- 7 (12) Miami-Dade Transit—North Corridor.
- 8 (13) Minneapolis—North Star Corridor.
- 9 (14) Nashville, Tennessee Commuter Rail.
- 10 (15) New Britain-Hartford Busway Project.
- 11 (16) New Orleans—Desire Corridor Streetcar.
- 12 (17) New York—Long Island Railroad East
- 13 Side Access Project.
- 14 (18) New York—Second Avenue Subway.
- 15 (19) Norfolk Light Rail.
- 16 (20) Northern Virginia—Dulles Corridor Ex-
- 17 tension to Wiehle Avenue (Phase 1).
- 18 (21) Orange County, California—Center Line
- 19 LRT.
- 20 (22) Philadelphia—Schuylkill Valley MetroRail.
- 21 (23) Pittsburgh—North Shore Connector.
- 22 (24) Portland, Oregon—South Corridor I-205/
- 23 Portland Mall LRT.
- 24 (25) Providence—South County Commuter
- 25 Rail.



1 (26) Sacramento—South Corridor LRT Exten-
2 sion (Phase 2), Meadowview to Consumnes River
3 College.

4 (27) Salt Lake City—Weber County to Salt
5 Lake City Commuter Rail.

6 (28) San Diego—Mid-Coast Extension.

7 (29) San Francisco Muni—Third Street LRT-
8 Phase I/II.

9 (30) Santa Clara Valley Transit Authority—Sil-
10 icon Valley Rapid Transit Corridor.

11 (31) Tampa Bay—Regional Rail.

12 (32) Triangle Transit Authority, North Caro-
13 lina—Regional Rail Project.

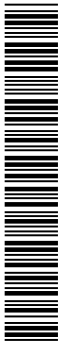
14 (33) Washington County, Oregon—Wilsonville
15 to Beaverton Commuter Rail.

16 (34) Wasilla-Girdwood, Alaska—Commuter
17 Rail.

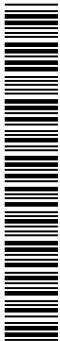
18 (c) ALTERNATIVES ANALYSIS AND PRELIMINARY EN-
19 GINEERING.—The following projects are authorized for al-
20 ternatives analysis and preliminary engineering for fiscal
21 years 2004 through 2009 under paragraphs (1)(B),
22 (2)(A), and (2)(B)(ii) of section 5309(m) of title 49,
23 United States Code:

24 (1) Albuquerque—High Capacity Corridor.

25 (2) Ann Arbor/Detroit—Commuter Rail.



- 1 (3) Atlanta—MARTA Memorial Drive Bus
- 2 Rapid Transit.
- 3 (4) Atlanta—GRTA I-75 Corridor, Downtown
- 4 Atlanta—Cherokee County.
- 5 (5) Atlanta—Georgia 400 North Line Corridor
- 6 Project.
- 7 (6) Atlanta—Belt Line C-Loop.
- 8 (7) Atlanta—I-20 South DeKalb—Lindbergh
- 9 Corridor Project.
- 10 (8) Austin—San Antonio I-35 Commuter Rail.
- 11 (9) Austin—Rapid Bus Project.
- 12 (10) Austin—Regional Commuter Rail.
- 13 (11) Baltimore Light Rail System Extensions.
- 14 (12) Bernillo-Santa Fe—New Mexico Com-
- 15 muter Rail.
- 16 (13) Birmingham, Alabama—Transit Corridor.
- 17 (14) Boise—Downtown Circulator.
- 18 (15) Boston—Lechmere Transit Improvement
- 19 to Somerville and Medford.
- 20 (16) Boston—North Shore Corridor and Blue
- 21 Line Extension.
- 22 (17) Boston—North/South Rail Link.
- 23 (18) Boston—Urban Ring BRT.
- 24 (19) Broward County, Florida—Bus Rapid
- 25 Transit.



- 1 (20) Central Florida Commuter Rail System.
- 2 (21) Central Phoenix—East Valley Corridor
- 3 LRT Extensions.
- 4 (22) Charlotte—North Corridor Project.
- 5 (23) Charlotte—Northeast Corridor Project.
- 6 (24) Charlotte—South Corridor LRT extension
- 7 to Rock Hill, South Carolina.
- 8 (25) Charlotte—Southeast-West Corridor
- 9 Project.
- 10 (26) Charlotte—Center City Streetcar Project.
- 11 (27) Chicago—Cermack Road BRT.
- 12 (28) Chicago CTA—Red Line Extension.
- 13 (29) Chicago CTA—Chicago Transit Hub (Cir-
- 14 cle Line-Ogden Streetcar).
- 15 (30) Chicago CTA—Orange Line Extension
- 16 (Midway Airport to Ford City).
- 17 (31) Chicago CTA—Southeast Service-La Salle
- 18 Street Station to Baltimore Race Track.
- 19 (32) Chicago CTA—Yellow Line Extension
- 20 (Dempster-Old Orchard).
- 21 (33) Chula Vista, California—Bus Rapid Tran-
- 22 sit.
- 23 (34) Clark County, Washington—MAX Exten-
- 24 sion.



- 1 (35) Cleveland-Akron-Canton (Northeast Ohio)
- 2 Commuter Rail.
- 3 (36) Columbia, South Carolina—Light Rail.
- 4 (37) Contra-Costa—BART Extension.
- 5 (38) Corpus Christi—Downtown Rail Trolley.
- 6 (39) Dallas Area Rapid Transit—Dallas Cen-
- 7 tral Business District.
- 8 (40) Dallas Area Rapid Transit—Rowlett LRT
- 9 Extension.
- 10 (41) Dallas Area Rapid Transit—Beltline to
- 11 DFW Airport.
- 12 (42) Dayton—Aviation Heritage Corridor
- 13 Streetcar Project.
- 14 (43) Denton County Transportation Authority,
- 15 Texas—Fixed Guideway Project.
- 16 (44) Denver—Gold Line Extension to Arvada.
- 17 (45) Denver—United States Route 36 Transit
- 18 Corridor.
- 19 (46) Denver—North Metro Corridor to Thorn-
- 20 ton.
- 21 (47) Denver—East Corridor to DIA Airport.
- 22 (48) Denver—I-225 Transit Corridor.
- 23 (49) Denver—Southeast Corridor Extension to
- 24 Lone-Tree/Ridgeway.



1 (50) Denver—Southwest Corridor Extension to
2 C470/Lucent Boulevard.

3 (51) Detroit—Center City Loop.

4 (52) District of Columbia—Light Rail Starter
5 Line.

6 (53) Fitchburg, Massachusetts—Commuter
7 Rail Extensions and Improvements.

8 (54) Fort Lauderdale—Downtown Rail Link.

9 (55) Fort Lauderdale—Transit Project from
10 NW 215th and 79th Streets.

11 (56) Fort Worth—Cottonbelt Commuter Rail to
12 DFW.

13 (57) Fort Worth—Trinity Railway Express
14 Commuter Rail Extensions.

15 (58) Galveston—Rail Trolley Extension.

16 (59) Glendale, California—Downtown Streetcar.

17 (60) Grand Rapids—Fixed Guideway Corridor
18 Project.

19 (61) Guam—Tumon Bay-Airport Light Rail.

20 (62) Honolulu—Rapid Transit Project.

21 (63) Houston Advanced Transit Program Light
22 Rail.

23 (64) Indianapolis—System of Metropolitan
24 Area Rapid Transit.

25 (65) Jacksonville—East-Southwest BRT.



1 (66) Jacksonville—North-Southeast BRT.

2 (67) Kansas City, Missouri-Lawrence, Kan-
3 sas—Commuter Rail.

4 (68) Kenosha-Racine-Milwaukee Metra Com-
5 muter Rail Extension (Wisconsin).

6 (69) Kenosha, Wisconsin Streetcar Expansion
7 Project.

8 (70) King County, Washington—I-405 Cor-
9 ridor Bus Rapid Transit.

10 (71) Lakeville, Minnesota—Cedar Avenue Cor-
11 ridor Bus Rapid Transit.

12 (72) Lane County, Oregon—Bus Rapid Tran-
13 sit, Phase 2.

14 (73) Little Rock—River Rail Streetcar Exten-
15 sions.

16 (74) Little Rock—West Little Rock Commuter
17 Rail.

18 (75) Long Island Railroad—Nassau Hub.

19 (76) Lorain-Cleveland Commuter Rail.

20 (77) LOSSAN Del Mar-San Diego—Rail Cor-
21 ridor Improvements.

22 (78) Lovejoy to Griffin, Georgia Commuter
23 Rail.

24 (79) Madison and Dane Counties, Wisconsin—
25 Transport 2020 Commuter Rail.



1 (80) Maryland—I-270 Corridor Cities
2 Transitway.

3 (81) Maryland—Route 5 Corridor to Waldorf.

4 (82) Maryland—Silver Spring Capacity Im-
5 provements.

6 (83) Memphis—Downtown Airport Corridor.

7 (84) Memphis Regional Rail Plan.

8 (85) Memphis, Medical Center Rail Extension
9 to Airport.

10 (86) Metra BNSF Naperville to Aurora Cor-
11 ridor Extension and Improvements.

12 (87) Metra South Suburban Airport Commuter
13 Rail Extension.

14 (88) Metra SouthEast Service Line Commuter
15 Rail.

16 (89) Metra STAR Line Inter-Suburban Com-
17 muter Rail.

18 (90) Metra UP Northwest Line Core Capacity
19 Upgrades.

20 (91) Metra UP West Line Core Capacity Up-
21 grades.

22 (92) Metra-West Line Extension, Elgin to
23 Rockford.

24 (93) Miami-Dade Transit—Douglas Road Ex-
25 tension.



- 1 (94) Miami-Dade Transit—East-West Corridor.
- 2 (95) Miami-Dade Transit—Kendall Corridor.
- 3 (96) Miami-Dade Transit—Northeast Corridor.
- 4 (97) Miami-Dade Transit—South Dade Cor-
- 5 ridor.
- 6 (98) Miami-Dade Transit—Miami Intermodal
- 7 Center to Earlington Heights.
- 8 (99) Miami—Downtown Streetcar Project.
- 9 (100) Middletown-South Fallsburg, New York,
- 10 Passenger Rail.
- 11 (101) Minneapolis-St. Paul—Central Corridor
- 12 Transit Project.
- 13 (102) Missouri/Kansas—Interstate 35 Transit
- 14 Corridor.
- 15 (103) Monterey County, California—Commuter
- 16 Rail.
- 17 (104) Montgomery and Prince George's Coun-
- 18 ties, Maryland—Bi-County Transitway (Purple
- 19 Line).
- 20 (105) Nashua—Commuter Rail.
- 21 (106) Nashua-Manchester—Commuter Rail Ex-
- 22 tension.
- 23 (107) Nashville—Area Transit Corridors.
- 24 (108) Nashville—Southeast Rail Corridor.
- 25 (109) Nashville Tennessee Commuter Rail.



1 (110) Nassau and Queens Counties, New
2 York—LIRR Main Line Third Track Project.

3 (111) New Haven, Connecticut-Hartford, Con-
4 necticut-Springfield, Massachusetts Commuter Line.

5 (112) New Jersey Trans-Hudson Midtown Cor-
6 ridor.

7 (113) New Jersey Transit—Northeast Corridor
8 Trans-Hudson Commuter Rail Improvements.

9 (114) New Jersey Transit—Morris/Essex/Boon-
10 ton Trans-Hudson Commuter Rail Improvements.

11 (115) New Jersey Transit—New York Susque-
12 hanna and Western RR Commuter Extension.

13 (116) New Jersey Transit—West Trenton Line
14 Commuter Line Service Extension.

15 (117) New Jersey Urban Core.

16 (118) New Orleans—Airport-CBD Commuter
17 Rail.

18 (119) New York—Rockaway-Brooklyn Army
19 Terminal-Manhattan Ferry Service.

20 (120) New York—Staten Island to Manhattan
21 High-Speed Ferry Service Extension.

22 (121) New York—Stewart Airport Rail Access.

23 (122) Newburg, New York—LRT System.

24 (123) North Carolina Piedmont Authority Re-
25 gional Rail—Greensboro to Winston-Salem.



1 (124) Northern Indiana—Commuter District
2 Line.

3 (125) Northern Indiana—West Lake Commuter
4 Rail Link (South Shore Commuter Rail).

5 (126) Norfolk—Naval Station Corridor.

6 (127) Norfolk-Petersburg—United States
7 Route 460 Commuter Rail Project.

8 (128) Northern Virginia—Crystal City Potomac
9 Yards Transit.

10 (129) Northern Virginia—Columbia Pike Rapid
11 Transit Project.

12 (130) Northern Virginia—Dulles Corridor Ex-
13 tension, Phase 2.

14 (131) Northern Virginia—Richmond Highway
15 (Route 1) Rapid Transit Project.

16 (132) Orlando-Orange County, Florida—Light
17 Rail Project.

18 (133) Philadelphia—Navy Yard Transit Exten-
19 sion.

20 (134) Philadelphia—52nd Street City Con-
21 nector Project.

22 (135) Philadelphia—Route 100 Rapid Trolley
23 Extension.

24 (136) Philadelphia—Broad Street Subway Line
25 Extension.



1 (137) Pinellas Mobility Initiative Bus Rapid
2 Transit.

3 (138) Pittsburgh—Allegheny and Armstrong
4 Counties, Commuter Rail.

5 (139) Pittsburgh—East-West Corridor Rapid
6 Transit.

7 (140) Pittsburgh—Martin Luther King, Jr.
8 Busway Extension.

9 (141) Portland Streetcar Extensions.

10 (142) Provo-Orem Utah—Bus Rapid Transit.

11 (143) Quakertown-Stoney Creek, Pennsyl-
12 vania—Rail Restoration.

13 (144) Raritan Valley, New Jersey—Commuter
14 Rail.

15 (145) Reno, Nevada—Virginia Street Bus
16 Rapid Transit Project.

17 (146) Riverside County, California—Perris Val-
18 ley Line Metrolink Extension.

19 (147) Roaring Fork Valley, Colorado—Bus
20 Rapid Transit.

21 (148) Rock Island, Illinois—Quad Cities Rapid
22 Transit System.

23 (149) Sacramento—Regional Rail, Auburn to
24 Oakland.



1 (150) Sacramento—Downtown/Natomas Air-
2 port Transit Corridor.

3 (151) St. Paul-Hastings—Red Rock Corridor
4 Commuter Rail Project.

5 (152) Salt Lake City—Airport to University
6 LRT.

7 (153) Salt Lake City—Delta Center to Gateway
8 Intermodal Center LRT Extension.

9 (154) Salt Lake City—Draper to Sandy LRT
10 Extension.

11 (155) Salt Lake City—TRAX Capacity Im-
12 provements.

13 (156) Salt Lake City—West Valley City LRT
14 Extension.

15 (157) Salt Lake City—West Jordan LRT ex-
16 tension.

17 (158) San Antonio—Bus Rapid Transit.

18 (159) San Diego—Sprinter Rail Line Extension
19 Project.

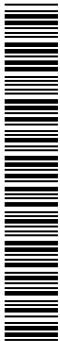
20 (160) San Francisco—BART Extension to
21 Livermore.

22 (161) San Francisco—BART Extension to
23 Oakland International Airport.

24 (162) San Francisco—MUNI Geary Boulevard
25 Bus Rapid Transit.



- 1 (163) San Gabriel Valley—Gold Line Foothill
- 2 Extension, Pasadena to Montclair.
- 3 (164) San Joaquin Regional Rail Commission
- 4 Commuter Rail (Altamont Commuter Express).
- 5 (165) San Juan Tren Urbano—Extension from
- 6 Rio Piedras to Carolina.
- 7 (166) San Juan—Tren Urbano Minillas Exten-
- 8 sion.
- 9 (167) Santa Fe—El Dorado Rail Link.
- 10 (168) Seattle—Monorail Project.
- 11 (169) Seattle—Link LRT Extensions.
- 12 (170) Seattle—Sound Transit Commuter Rail.
- 13 (171) Seattle—Sound Transit Regional Express
- 14 Bus.
- 15 (172) Sevierville to Pigeon Ford, Tennessee—
- 16 Bus Rapid Transit.
- 17 (173) Sonoma/Marin (SMART) Commuter
- 18 Rail, California.
- 19 (174) South Carolina High Speed Rail Cor-
- 20 ridor.
- 21 (175) Southern California High Speed Regional
- 22 Transit.
- 23 (176) St. Louis Metro Link—Scott AFB to
- 24 Mid America Airport.
- 25 (177) St. Louis—East/West Gateway.



- 1 (178) St. Louis—Metro Link Northside Daniel
- 2 Boone Project.
- 3 (179) St. Louis—Metro South Corridor.
- 4 (180) St. Louis—University Downtown Trolley.
- 5 (181) Stamford, Connecticut—Urban
- 6 Transitway Phase II.
- 7 (182) Tampa—Bus Rapid Transit Improve-
- 8 ments.
- 9 (183) Toledo, Ohio—CBD to Zoo.
- 10 (184) Toledo, Ohio—University Corridor.
- 11 (185) Trenton Trolley.
- 12 (186) Tri-Rail Dolphin Extension.
- 13 (187) Tri-Rail Florida East Coast Commuter
- 14 Rail Extension.
- 15 (188) Tri-Rail Jupiter Extension.
- 16 (189) Tri-Rail Scripps Corridor Extension
- 17 Project.
- 18 (190) Tucson—Old Pueblo Trolley Expansion.
- 19 (191) Vancouver—Interstate MAX Extension
- 20 to Clark County, Washington.
- 21 (192) Virginia Beach—Bus Rapid Transit.
- 22 (193) Virginia Railway Express Capacity Im-
- 23 provements.
- 24 (194) Washington State Ferries and Ferry Fa-
- 25 cilities.



1 (195) Washington State—Issaquah Valley Trol-
2 ley Project.

3 (196) Williamsburg-Newport News—Peninsula
4 Rail Transit.

5 (d) RULES RELATING TO FUNDING.—

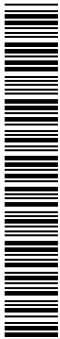
6 (1) SUBSECTION (a) PROJECTS.—

7 (A) IN GENERAL.—The Secretary is au-
8 thorized to expend funds made available under
9 section 5309(m) of title 49, United States
10 Code, for final design and construction of
11 projects authorized by subsection (a) as existing
12 full funding grant agreements.

13 (B) MINIMUM FUNDING LEVELS.—The
14 Secretary shall make available not less than the
15 following amounts for projects authorized by
16 subsection (a): \$1,065,927,770 for fiscal year
17 2004, \$1,071,034,586 for fiscal year 2005,
18 \$731,532,532 for fiscal year 2006,
19 \$490,000,000 for fiscal year 2007,
20 \$410,395,753 for fiscal year 2008, and
21 \$259,180,764 for fiscal year 2009.

22 (2) SUBSECTION (b) PROJECTS.—

23 (A) IN GENERAL.—Projects authorized by
24 subsection (b) for final design and construction



1 are also authorized for alternatives analysis and
2 preliminary engineering.

3 (B) MINIMUM FUNDING LEVELS.—The
4 Secretary shall make available not less than the
5 following amounts for projects authorized by
6 subsection (b): \$30,579,750 for fiscal year
7 2004, \$186,475,050 for fiscal year 2005,
8 \$681,268,504 for fiscal year 2006,
9 \$1,024,856,176 for fiscal year 2007,
10 \$1,199,242,825 for fiscal year 2008, and
11 \$1,465,646,690 for fiscal year 2009.

12 (C) PRIORITY.—In making funds available
13 under subparagraph (B), the Secretary shall
14 first make such funds available for any full
15 funding grant agreement executed by the Sec-
16 retary in fiscal year 2005 after the date of en-
17 actment of this Act and for any full funding
18 grant agreement executed by the Secretary in
19 the amount indicated in fiscal years 2005
20 through 2009 in the amount indicated in the
21 “Schedule of Federal Funds for the Project”
22 included in such agreement.

23 (3) SUBSECTION (c) PROJECTS.—

24 (A) IN GENERAL.—Effective October 1,
25 2007, projects authorized by subsection (c) for



1 alternatives analysis and preliminary engineer-
2 ing are also authorized for final design and con-
3 struction.

4 (B) MAXIMUM FUNDING LEVELS.—The
5 Secretary shall make available not more than
6 the following amounts for projects authorized
7 by subsection (c): \$95,348,480 for fiscal year
8 2004, \$109,348,664 for fiscal year 2005,
9 \$122,852,264 for fiscal year 2006, and
10 \$131,726,624 in fiscal year 2007.

11 (C) MAXIMUM FUNDING LEVELS FOR AL-
12 TERNATIVES ANALYSIS AND PRELIMINARY EN-
13 GINEERING.—In fiscal years 2008 and 2009,
14 the Secretary shall make available not more
15 than the following amounts for projects author-
16 ized by subsection (b), and projects authorized
17 by subsection (c), to conduct alternatives anal-
18 ysis and preliminary engineering activities:
19 \$139,968,572 in fiscal year 2008 and
20 \$149,984,996 in fiscal year 2009.

21 (e) NEW JERSEY URBAN CORE PROJECT.—Section
22 3031(d) of the Intermodal Surface Transportation Effi-
23 ciency Act of 1991 (112 Stat. 380; 105 Stat. 2122) is
24 amended—



1 (1) by striking “associated components to and
2 at the contiguous New Jersey Meadowlands Sports
3 Complex),” and inserting “to and at the contiguous
4 New Jersey Meadowlands Sports Complex), includ-
5 ing a connection to the Hudson River Waterfront
6 Transportation System, the Lackawanna Cutoff,”;
7 and

8 (2) by striking “in Lakewood to Freehold to
9 Matawan or Jamesburg, New Jersey, as described in
10 section 3035(p) of the Intermodal Surface Transpor-
11 tation Efficiency Act of 1991 (105 Stat. 2131)” and
12 inserting “from Lakehurst to the Northeast Corridor
13 or the New Jersey Coast Line”.

14 (f) NEW JERSEY TRANS-HUDSON MIDTOWN COR-
15 RIDOR.—Project elements of the New Jersey Trans-Hud-
16 son Midtown Corridor advanced with 100 percent non-
17 Federal funds shall be given consideration by the Federal
18 Transit Administration when evaluating the local share of
19 the project in the new starts rating process, including the
20 purchase of bilevel rail equipment.

Page 459, lines 23 and 24, strike “[To be sup-
plied]” and insert the following:



Page 460, line 10, strike “4” and insert “3”.

Page 471, line 4, strike “or” and insert “For” .

Page 472, after line 5, insert the following:

1 (C) COGNITIVE IMPAIRMENT STUDY.—Of
2 the funds allocated for fiscal year 2005 under
3 subparagraph (A), \$1,000,000 shall be made
4 available by the Secretary for research and
5 demonstration activities that focus on the ca-
6 pacity and resources of Oregon public transpor-
7 tation systems to address the needs, barriers,
8 and desires for travel of people with cognitive
9 impairments.

Page 479, line 21, strike “and” and insert
“through”.

Page 505, strike line 14 and all that follows through
line 16 on page 507 and insert the following (and con-
form the table of contents of the bill accordingly):

10 **SEC. 4111. PATTERN OF SAFETY VIOLATIONS BY MOTOR**
11 **CARRIER MANAGEMENT.**

12 (a) DUTIES OF EMPLOYERS AND EMPLOYEES.—Sec-
13 tion 31135 of title 49, United States Code, is amended—

14 (1) by inserting “(a) IN GENERAL.—” before
15 “Each”; and

16 (2) by adding at the end the following:



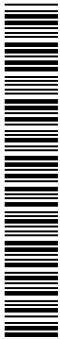
1 “(b) PATTERN OF NONCOMPLIANCE.—If the Sec-
2 retary finds that an officer of a motor carrier engages or
3 has engaged in a pattern or practice of avoiding compli-
4 ance, or masking or otherwise concealing noncompliance,
5 with regulations on commercial motor vehicle safety pre-
6 scribed under this subchapter, while serving as an officer
7 of any motor carrier, the Secretary may suspend, amend,
8 or revoke any part of the motor carrier’s registration
9 under section 13905.

10 “(c) REGULATIONS.—The Secretary shall by regula-
11 tion establish standards to implement subsection (b).

12 “(d) DEFINITIONS.—In this section, the following
13 definitions apply:

14 “(1) MOTOR CARRIER.—The term ‘motor car-
15 rier’ has the meaning such term has under section
16 13102.

17 “(2) OFFICER.—The term ‘officer’ means an
18 owner, director, chief executive officer, chief oper-
19 ating officer, chief financial officer, safety director,
20 vehicle maintenance supervisor, and driver super-
21 visor of a motor carrier, regardless of the title at-
22 tached to those functions, and any person, however
23 designated, exercising controlling influence over the
24 operations of a motor carrier.”.



1 (b) CROSS REFERENCE.—Section 13902(a)(1)(B) of
2 title 49, United States Code, is amended to read as fol-
3 lows:

4 “(B)(i) any safety regulations imposed by
5 the Secretary;

6 “(ii) the duties of employers and employees
7 established by the Secretary under section
8 31135; and

9 “(iii) the safety fitness requirements estab-
10 lished by the Secretary under section 31144;
11 and”.

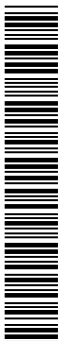
Page 534, after line 25, insert the following (redesignate subsequent section of subtitle A of title IV of the bill accordingly and conform the table of contents of the bill accordingly):

12 **SEC. 4133. INTRASTATE AND FOREIGN OPERATIONS OF**
13 **INTERSTATE MOTOR CARRIERS.**

14 Section 31144(a) of title 49, United States Code, is
15 amended to read as follows:

16 “(a) IN GENERAL.—The Secretary shall—

17 “(1) determine whether an owner or operator is
18 fit to operate safely commercial motor vehicles, uti-
19 lizing among other things the accident and safety in-
20 spection record of an owner or operator during
21 operations—



1 “(A) in interstate commerce in the United
2 States;

3 “(B) in a State that affects interstate com-
4 merce in the United States; and

5 “(C) in Canada or Mexico if the owner or
6 operator also conducts operations in the United
7 States;

8 “(2) periodically update such safety fitness de-
9 terminations;

10 “(3) make such final safety fitness determina-
11 tions readily available to the public; and

12 “(4) prescribe by regulation penalties for viola-
13 tions of this section consistent with section 521.”.

14 **SEC. 4134. OPERATORS OF VEHICLES TRANSPORTING AGRI-**
15 **CULTURAL COMMODITIES AND FARM SUP-**
16 **PLIES.**

17 (a) AGRICULTURAL EXEMPTION.—Section 345(a)(1)
18 of the National Highway System Designation Act of 1995
19 (49 U.S.C. 31136 note; 109 Stat. 613) is amended to read
20 as follows:

21 “(1) TRANSPORTATION OF AGRICULTURAL COM-
22 MODITIES AND FARM SUPPLIES.—Regulations pre-
23 scribed by the Secretary under sections 31136 and
24 31502 of title 49, United States Code, regarding
25 maximum driving and on-duty time for drivers used



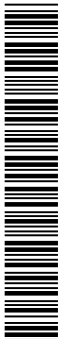
1 by motor carriers shall not apply during planting
2 and harvest periods, as determined by each State to
3 drivers transporting agricultural commodities or
4 farm supplies for agricultural purposes in a State if
5 such transportation is limited to an area within a
6 100 air mile radius from the source of the commod-
7 ities or the distribution point for the farm sup-
8 plies.”.

9 (b) DEFINITIONS.—Section 345(e) of such Act of
10 1995 (109 Stat. 614) is amended by adding at the end
11 the following:

12 “(7) AGRICULTURAL COMMODITY.—The term
13 ‘agricultural commodity’ means products grown on
14 and harvested from the land during the planting and
15 harvesting seasons within each State, as determined
16 by the State.

17 “(8) FARM SUPPLIES FOR AGRICULTURAL PUR-
18 POSES.—The term ‘farm supplies for agricultural
19 purposes’ means products directly related to the
20 growing or harvesting of agricultural commodities
21 during the planting and harvesting seasons within
22 each State, as determined by the State, and livestock
23 feed at any time of the year.”.

Page 614, strike lines 7 and 8. Redesignate subse-
quent paragraphs accordingly.



Page 621, after line 2, insert the following (and conform the table of contents of the bill accordingly):

1 **SEC. 5215. CENTER FOR TRANSPORTATION ADVANCEMENT**
2 **AND REGIONAL DEVELOPMENT.**

3 (a) **ESTABLISHMENT.**—The Secretary shall establish
4 a Center for Transportation Advancement and Regional
5 Development to assist, through training, education and re-
6 search, in the comprehensive development of small metro-
7 politan and rural regional transportation systems that are
8 responsive to the needs of businesses and local commu-
9 nities.

10 (b) **ACTIVITIES.**—In carrying out this section, the
11 Center shall—

12 (1) provide training, information and profes-
13 sional resources for small metropolitan and rural re-
14 gions to pursue innovative strategies to expand the
15 capabilities, capacity and effectiveness of a region's
16 transportation network, including activities related
17 to freight projects, transit system upgrades, road-
18 ways and bridges, and intermodal transfer facilities
19 and operations;

20 (2) assist local officials, rural transportation
21 and economic development planners, officials from
22 State departments of transportation and economic
23 development, business leaders and other stakeholders



1 in developing public-private partnerships to enhance
2 their transportation systems; and

3 (3) promote the leveraging of regional transpor-
4 tation planning with regional economic and business
5 development planning to assure that appropriate
6 transportation systems are created.

7 (c) PROGRAM ADMINISTRATION.—To carry out this
8 section, the Secretary shall make a grant to, or enter into
9 a cooperative agreement or contract with, a national asso-
10 ciation of regional economic development and transpor-
11 tation professionals with a focus on small metropolitan
12 and rural regions.

Page 772, line 20, strike “GUIDANCE AND”.

Page 772, line 21, strike “GUIDANCE” and insert
“TEMPORARY REGULATIONS”.

Page 772, strike lines 24 and 25 and insert “tem-
porary regulations to carry out subsections (c) and (d).
The temporary regulations shall expire on the date of
issuance of the regulations under paragraph (2).”.

